

**THE RHODE ISLAND VICTIMS OF
THE WORLD TRADE CENTER DIS-
ASTER**

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Rhode Island (Mr. LANGEVIN) is recognized for 5 minutes.

Mr. LANGEVIN. Mr. Speaker, 1 month ago a grave injustice was perpetrated on the American people. We were deeply saddened by the loss of several thousand brave Americans who will be missed terribly by their friends and families. In a community as close-knit as Rhode Island, our stinging loss was even more personal.

I would like to take this opportunity to remember seven men and women from our great State who we lost in this tragedy.

David Angell was a native of Rhode Island who rose to prominence in the television industry and was the executive producer of the popular show "Frazier," a wonderful tribute to his talent and hard work. He was traveling with his wife, Lynn, back to California after vacationing in New England with his brother, Kenneth A. Angell, former auxiliary bishop for the Roman Catholic Diocese of Providence.

Carol Bouchard lived in my hometown of Warwick, and worked as an emergency services secretary at Kent County Memorial Hospital. I spoke to her husband of 2 years, who wants everyone to know what a wonderful woman Carol was.

She was traveling with her friend, Renee Newell from the City of Cranston, who was a customer service agent for American Airlines. Renee's husband of 10 years, Paul, would like people to know that she was not only a dedicated wife and mother, but also a proud airline employee. These two friends were combining a business trip for Renee with a brief vacation in Las Vegas.

Michael Gould was an employee of Cantor Fitzgerald on the 104th floor of the World Trade Center. He grew up in Newport, Rhode Island, where his mother still resides. After graduating from Villanova University in 1994, he went to work in the financial sector, first in New York and then in San Francisco. Michael had just returned to New York in June.

Amy Jarret, of North Smithfield, worked as a dedicated flight attendant for United Airlines. She began working there after she graduated from Villanova University. She was aboard the Boston to Los Angeles Flight 175.

Sean Nassaney of Pawtucket, Rhode Island, was 25 years old and already a sales manager for American Power Conversion. He graduated cum laude from Bryant College in 1998, spent a year in Australia, and then enrolled in the MBA program at Providence College. Sean and his girlfriend, Lynn Goodchild, were on United Flight 175 en route to Hawaii.

Mr. Speaker, these men and women are only a few of the victims of the

tragedy that struck America 1 month ago. They will be sadly missed. Today, I want to honor and remember and celebrate their lives. As our Nation copes with the events of September 11, we should take comfort in the knowledge that the American principles of freedom and tolerance, democracy, will not be overcome by terrorism.

I offer my sincere condolences and support to the family and friends of David and Lynn Angell, Carol Bouchard, Sean Nassaney, Amy Jarret, Renee Newell, and Michael Gould, and to all of those who have lost loved ones in the tragedy of September 11. We remain confident, though, that together we will persevere.

**AMERICA'S SECURITY IN THE
AIRLINE INDUSTRY**

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2001, the gentleman from Washington (Mr. INSLEE) is recognized for 60 minutes as the designee of the minority leader.

Mr. INSLEE. Mr. Speaker, this evening several of us have come to the floor to talk about what many of us believe is the most pressing responsibility of the U.S. Congress right now; that is, our security, and particularly our security in our airline industry.

We believe that Congress should act very promptly; in fact, the other Chamber has passed a bill. But to date, although we are 30 days past September 11-plus, we still have not had a vote in this Chamber to increase how we deal with safety in our airlines. That is extremely disappointing, because we have had a lot of other votes here in the House in the last month, but we still have not dealt with some very, very huge holes in our airline security provisions.

Tonight, we are going to start by talking about perhaps one of the most glaring loopholes in our airline security system, and that is the loophole that unfortunately allows bags with explosive devices to go into the luggage compartments of airplanes.

The sad fact is that Congress needs to act and act promptly and aggressively to make sure that baggage that goes into the belly of an airplane is screened for explosive devices. The reason we need to act is that the airlines themselves have not provided a comprehensive 100 percent screening by any measure, any technology, even a visual inspection of the bags that go into the luggage compartment of our airlines. It is a glaring omission, and Congress needs to act.

We believe that we ought to this week include in our airline security package a provision that, by law, requires 100 percent of the bags, not just the carry-on bags, which are currently screened, but in fact the bags that go down the conveyor belt and go into the

belly of our aircraft, to be screened. Right now only a small percentage, only a small percentage of those bags are screened by x-ray or other technology for explosive devices.

Mr. Speaker, I have to tell the Members, it is clear to me that the American public has an expectation that bombs are going to be kept out of the baggage that goes on the airplanes with them. That is a reasonable expectation, it is a commonsense expectation, but it is not being met by the airline industry. So the U.S. House of Representatives this week needs to pass a bill and a statute that will require that we use the technology to in fact do that screening.

The good news is that we have excellent technology that can do this. We have several types of machines that, with a very high degree of confidence, can determine whether there is an explosive device in the baggage before it gets on the airplane. We simply need a law that will in fact require that those machines be used universally. We have 100 percent coverage in this regard.

We have introduced or the gentleman from Pennsylvania (Mr. STRICKLAND) and about 30 others of us have introduced a bill, the Baggage Screening Act, which will accomplish that. We hope that this bill, or the fundamentals of it, will be included in the airline security bill when it comes to the floor this week.

But there are a host of airline security issues, and I would like to yield to the gentleman from Rhode Island (Mr. LANGEVIN), who has been showing leadership on this issue, for his comments.

Mr. LANGEVIN. Mr. Speaker, I thank the gentleman for yielding to me.

I, too, would like to join with my colleagues, and many other colleagues, in calling for greater security at our airlines.

September 11 was a tragic day in this Nation's history. Let us take a strong lesson that we need to join together and focus attention on the problem of airline security to reinstall confidence in our travelers, in the knowledge that when they board an aircraft they do so in safety, and that they will arrive safely to their destination.

Mr. Speaker, there are a number of things that we can do to improve airline security, the most important of which, I think, as a first step, is that we federalize airline screeners.

We want people there who are totally focused on ensuring the utmost safety for those who are entering the airports and who are entering our airlines, who will be boarding our planes. We want people there that are motivated not by a company that is only motivated by profits, but are there, again, totally focused on security. Federalizing those employees is the best way to get us there.

Mr. Speaker, as my colleagues stated, we have dealt with a number of